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High-level Meeting on Transport, Health and Environment

Steering Committee of the Transport, Health and Environment Pan-European Programme

Eleventh session
Geneva, 27 and 28 November 2013

Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its eleventh session and report of the twenty-first meeting of the Bureau of the Steering Committee

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I. Introduction

1. The Steering Committee of the United Nations Economic Commission for Europe (ECE) Transport, Health and Environment Pan-European Programme (THE PEP) held its eleventh session on 27 and 28 November 2013 in Geneva, Switzerland.

A. Attendance

2. The session was attended by representatives from the following countries: Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, France, Georgia, Germany, Italy, Kazakhstan, Kyrgyzstan, Lithuania, Netherlands, Norway, Republic of Moldova, Russian Federation, Serbia, Switzerland, the former Yugoslav Republic of Macedonia, Tajikistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, United States of America and Uzbekistan. A representative of the United Nations Development Programme (UNDP) and the following representatives of academia, government, industry and civil society were also present: Agenzia Mobilità Ambiente e Territorio s.r.l; Barcelona Municipal Services; EuroHealthNet; the European Bicycle's Manufacturing Association; the European Cyclists' Federation; the International Union of Public Transport; John Thompson and Partners; London European Partnership for Transport; London School of Hygiene and Tropical Medicine; Raleigh International Ltd.; Geneva University Hospitals; and Urban Mobility Research.

B. Opening of the session and organizational matters

3. Participants were welcomed by the Senior Policy and Programme Adviser for Environment and Health Policy and Governance of the World Health Organization Regional Office for Europe (WHO/Europe) and the Directors of the Transport and Environment Divisions of ECE.

4. The Steering Committee adopted the agenda as prepared by THE PEP secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2013/1–EUDCE1206040/1.9/SC11/1).

5. The Steering Committee elected Mr. Mihail Kochubovski, Head of Environmental Health at the Institute of Public Health within the Ministry of Health (the former Yugoslav Republic of Macedonia) as Chair, and thanked the outgoing Chair, Mr. Robert Thaler, of the Federal Ministry of Agriculture, Forestry, Environment and Water Management (Austria) for his effective work.

6. The Steering Committee adopted a proposal (informal document No. 10) amending the Rules of Procedure of the Steering Committee (ECE/AC.21/2003/6–EUR/03/5040828/6, annex 1, "Officers"), as follows (amendments in bold):

> The Steering Committee shall elect from among representatives a **chair** as well as two **vice-chairs who shall, in principle, be the outgoing chair and the provisionally designated chair for the following session.** The chair will rotate **annually** between representatives of the transport, environment and health sectors, each sector taking one of the three posts. The chair shall be maintained between the sessions and shall represent the Steering Committee and the Bureau.

7. The Committee elected Mr. Matthias Rinderknecht, Adviser, Federal Office of Transport (Switzerland), as Vice-Chair and provisionally designated Chair for the Steering

Committee's twelfth session. In accordance with the above-mentioned amendment, Mr. Thaler was elected as the other Vice-Chair for the session.

8. The Committee confirmed the present composition of the Bureau, as follows:

(a) **Transport sector**: Ms. Nadine Asconchilo (France); Mr. Vadim Donchenko (Russian Federation); and Mr. Matthias Rinderknecht (Switzerland);

(b) **Health sector**: Mr. François André (Belgium); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); and Mr. Ion Shalaru (Republic of Moldova);

(c) **Environment sector**: Mr. Bart Cobbs (United States); Ms. Biljana Filipovic (Serbia); Mr. Robert Thaler (Austria); Ms. Nino Tkhilava (Georgia).

9. The Chair invited member States to nominate additional Bureau members, in particular from the health and transport sectors.

10. The Steering Committee adopted the report of its tenth session (Geneva, 14–15 November 2012), and the report of the eighteenth meeting of the Bureau (Geneva, 16 November 2012) (ECE/AC.21/SC/2012/9–EUDCE1206040/1.9/SC10/9), as well as the reports of the nineteenth and twentieth meetings of the Bureau (Paris, 4–5 April 2013 and Copenhagen, 11–12 July 2013; informal documents Nos. 1 and 2, respectively).

11. The Bureau was to hold its twenty-first meeting on 29 November 2013 (see annex). The Chair reiterated that meetings of the Bureau through April 2014 would be open to all members of the Steering Committee (i.e., the "extended Bureau"), in order to ensure the adequate and timely preparation of the Fourth High-level Meeting on Transport, Health and Environment in 2014.

II. Outcome of the Transport, Health and Environment Pan-European Programme 2013 Symposium

12. As agreed at its seventh session, the Steering Committee held a half-day symposium intended to stimulate debate on relevant issues involving the three sectors of THE PEP. THE PEP 2013 Symposium, "Active Mobility for All: Safe and Healthy Walking and Cycling in Cities", sought to raise awareness on and exchange experiences regarding Priority Goal 4 of the Amsterdam Declaration (ECE/AC.21/4), "to promote policies and actions conducive to healthy and safe modes of transport". It consisted of two keynote speeches and two moderated panel discussions.

13. A concept note prepared by the secretariat in cooperation with the Bureau outlined the main issues to be addressed during the 2013 Symposium (ECE/AC.21/SC/2013/2–EUDCE1206040/1.9/SC11/2).

14. The Symposium highlighted the policy response in several member States and their cities to encourage safe and healthy active or human-powered mobility, such as walking and cycling, and its integration with public transport networks for a "seamless" journey. It validated the Bureau's interest in a proposed new Goal 5 on integrating urban spatial planning with transport, health and environmental objectives.

15. Dr. Harry Rutter from the London School of Hygiene and Tropical Medicine gave a keynote address on the evidence and potential for making transport healthier and more accessible for urban populations through walking and cycling. A second keynote speaker, Mr. Fred London of John Thompson and Partners, shared his experience in integrated land-use planning with examples from across the region.

16. Two round-table discussions explored the issue of translating international and national policies on sustainable urban transport into local action, with a focus on the vertical integration needed to create a national policy framework that enabled cities to take

action and enabling factors for integrating walking, cycling and public transport into local transport. The panellists included the two keynote speakers, as well as Ms. Mouna Asal (Geneva Hospital Mobility Management), Ms. Maria Berrini (Milan Mobility Agency), Mr. Moreno Fioravanti (European Bicycle Manufacturers Association), Mr. Gerald Franz (Cycling coordinator of Lower Austria), Mr. Jerome Pourbaix (International Association of Public Transport), Ms. Lucy Saunders (Greater London Authority and Transport for London), Mr. Daniel Sauter (Walk21), Ms. Rita Sketerskiene (Ministry of Health of Lithuania), Mr. Hugo Zbinden (European Cyclists Federation) and Mr. Redha Zetchi (Barcelona Municipal Services).

17. In particular, the Symposium addressed several specific questions (see subsections A–E below).[1]

A. How can cities improve liveability, attractiveness and health for all citizens through transport choices?

18. The panellists outlined their experience in creating integrated and comprehensive urban plans for sustainable transport to improve the liveability of cities and the health of its citizens by making the healthy choice the easy choice in terms of transport. At the urban level, a combined top-down and bottom-up approach was deemed most promising in developing successful interventions, involving multiple stakeholders from the beginning in the design and implementation processes.

B. What policies are needed at the national level to empower cities to become more walkable and cyclable?

19. Realizing that the most relevant action on sustainable urban transport took place at the local level, the panellists outlined the importance of a national framework that enabled such local action. This included the assignment of necessary authority to municipalities, target setting and accountability (including reporting and indicators), funding and technical capacities and support for multi-sectoral frameworks, such as spatial planning, transport, commerce, transport, education, environment, health, etc.

C. What is the right mix of promotion and infrastructure for walking, cycling and public transport?

20. Symposium participants agreed that in order to increase the levels of public transport and of walking and cycling in urban environments, those modes of transport needed to be better integrated and presented as convenient choices to the consumer. Vicious circles existed as environments that were unsafe for walking and cycling led to unfrequented neighbourhoods with reduced public life. Those could be changed into virtuous circles by improving the public realm, decoupling car ownership and car use, reducing short car journeys, increasing the capacity of public transport and making the urban environment safe and adequate for walking and cycling as healthy and viable mods of urban transport. Temporary measures, such as closing specific streets to motorized traffic, could be used as a trial to engage citizens.

[1] A programme for the Symposium listing all the speakers and their presentations is available at http://www.unece.org/index.php?id=30840.

D. What are the economic dimensions of increased walking and cycling?

21. It was agreed that walking and cycling had several economic dimensions that were not yet fully recognized, such as a reduction in costs associated with the prevention of cardio-vascular diseases and cancers and the improvement of mental and psychological well-being.

22. Speakers cited promising studies that were starting to emerge on the contribution that active mobility promotion could make to the development of a green economy and in the creation of new jobs. A joint study by the Austrian Ministry of Environment and the Chamber of Commerce on the "Cycling sector as an Economic factor in Austria", estimated that the cycling sector added close to €900 million per year to the Austrian economy and supported more than 18,000 green jobs. It was also noted that the effects on the economy were not limited to the production and maintenance sectors for public transport and active mobility, but could also positively impact on tourism, businesses and culture.

E. What can be learned from pioneers of active mobility policies?

23. There was a strong need and potential for making transport healthier through the promotion of healthy and safe modes of transport, speakers observed. Non-motorized (or active) transport like walking and cycling, combined with adequate road safety, appropriate signage, infrastructure, awareness-raising and efficient public transport, could go a long way toward addressing issues of congestion, air pollution, noise, road traffic accidents and lack of physical activity. Given the average travel patterns in European cities, non-motorized transport could offer a feasible and convenient alternative to a significant share of motorized trips.

24. Additionally, participants noted that walking and cycling were easily available to almost everybody. Making cities safe for walking and cycling would improve health and at the same time tackle inequalities in the population regarding mobility. Moreover, active mobility could play an important role as part of a package of measures to mitigate climate change and reduce dependency on fossil fuels at the subnational level. Studies considering different climate mitigation policy scenarios in cities as diverse as London and New Delhi had estimated that, owing to the important health co-benefits brought about by physical activity, the promotion of active mobility along with public transport would offer the most cost-effective policy option.

25. The panellists shared lessons learned in promoting more public and active transport at the local, regional and national levels. They recommended focusing on: providing appropriate multi-sectoral evidence, highlighting the benefits of sustainable transport policies for relevant sectors; making good use of existing tools to estimate the benefits, such as the Health economic assessment tools (HEAT) for walking and cycling; including evaluation in the policy-practice cycle; keeping policies flexible enough to adapt to local circumstances and needs; and underlining the importance of effective leadership.

26. Such initiatives should include action at all levels as part of an integrated framework, from international (such as THE PEP) to national (such as a national cycling master plan) regional, municipal and local. The participants also considered the notion of a pan-European cycling policy and whether that would help further national implementation. As such, the outcome document of the upcoming Fourth High-level Meeting on Transport, Health and Environment in 2014 could stress that further, with links to the "Europe 2020" smart, sustainable and inclusive growth strategy in the European Union, as well as the ongoing process of the United Nations regarding the post-2015 development agenda.

Member States were encouraged to use those processes to bring the issue of sustainable transport onto relevant international and national agendas.

III. Preparation of the Fourth High-level Meeting on Transport, Health and Environment

27. The Steering Committee discussed the preparation of the Fourth High-level Meeting on Transport, Health and Environment, to be held from 14 to 16 April 2014 in Paris. Representatives of the Government of France from the Ministry of Ecology, Sustainable Development and Energy and the Ministry of Health presented an update of plans for the three-day event.[2]

28. It was agreed that the first day of the meeting, organized in the framework of the Transport Research Arena (TRA), would be the technical segment and the second day the political segment. The third day would be the Bureau segment to agree a new workplan for 2014–2020. TRA 2014 would be organized by the Government of France and around 2,000 people were expected to attend, with many associated events on topics ranging from women's issues in transport to airports in urban areas and a seminar on distracted driving and road safety. The TRA would be open to participants of the High-level Meeting on the first day of the session.

29. The International Transport Forum (ITF) annual summit preparatory meeting would be held concurrently under the slogan "Transport for a Changing World: Understanding Trends – Shaping Responses". A joint strategic seminar would be held on Monday evening (14 April), organized by THE PEP, TRA and ITF on the topic of "Urban Innovation and Change: The Dynamic Nexus of Transport, Health and Environment".

30. An invitation letter to the High-level Meeting would be sent out shortly by France, followed by a letter from the secretariat to all three ministries, asking for nominations to the meeting so that members of THE PEP Steering Committee could follow-up with their ministries. Registration and logistical information would follow.

31. The Committee was asked to ensure high-level participation at the session in order to have the necessary buy-in to the Paris Declaration at the highest levels and to give sufficient political clout to THE PEP process in the years to come.

32. Several delegations noted the importance of involving multilateral environmental agreements such as the Convention on Long-range Transboundary Air Pollution and the United Nations Framework Convention on Climate Change. The ECE Committee on Housing and Land Management could also be involved in one of the ministerial roundtables, possibly presenting their spatial planning guidelines, in connection with proposed new Goal 5.

33. On the evening of Wednesday, 16 April, THE PEP was invited to present tools and methods, such as HEAT and Green and Healthy Jobs in Transport during an "invited session" of the TRA.

34. Regarding the draft Paris Declaration, the following comments were taken into consideration in redrafting a text to be submitted to the twenty-second meeting of the extended Bureau of THE PEP on 30a and 31 January 2014 in Zurich:

[2] An advanced copy of the provisional agenda and a draft programme of events for the Fourth High-level Meeting will be presented to the twenty-second meeting of the Extended Bureau, in Zurich on 30-31 January 2014.

(a) The Draft Declaration should be more concise, e.g., two pages with concrete objectives that could be achieved;

(b) Proposed new Goal No. 5 was very similar to Amsterdam Goal No. 2 and should therefore be redrafted to avoid duplication;

(c) The Declaration should reflect common problems, such as climate change mitigation, black carbon, clean fuels and vehicles, non-communicable diseases, obesity and the lack of physical activity, with an emphasis on "active mobility" rather than "human-powered mobility";

(d) The Declaration should refer consistently to either transport or mobility (or both) all the way through, and to "interconnection" instead of "interoperability", and eco-driving and eco-mobility should not be considered on the same footing, as electric mobility was a more far-reaching solution.

(e) The paragraph on consideration of a framework convention should be retained, but with no commitment or obligation by Governments.

35. A twofold approach was agreed, starting with a brief political declaration, followed by a separate document on institutional mechanisms and a workplan covering the period 2014–2020. A revised draft of the Declaration, incorporating all the modifications agreed by the Committee, would be sent to THE PEP Focal Points in advance of the twenty-second meeting of THE PEP extended Bureau.

IV. Implementing the Amsterdam Declaration

A. National transport, health and environment action plans

36. The secretariat presented a final version of a manual for developing national transport, health and environment action plans (NTHEAPs) (Informal document No. 4), noting that that was one of the main implementation mechanisms of the Amsterdam Declaration and provided a way to operationalize sustainable transport. The manual would help countries to set out their main goals, objectives, actions and coordination mechanisms in the realm of sustainable transport. The Steering Committee would give final approval on the case studies and finalize the manual in advance of the Bureau meeting in Zurich. It would thereafter be published in three languages and presented to the Fourth High-level Meeting. The Committee thanked the secretariat for the useful manual and welcomed it as one of the main background documents for the High-level Meeting.

B. The Transport, Health and Environment Pan-European Programme relay race ("staffette")

37. The representative of Kazakhstan presented the results of THE PEP workshop on "Green and Health-friendly Sustainable Mobility: Focus on Urban Central Asia", held on 26 and 27 September 2013 in Almaty, Kazakhstan. More than 100 participants had agreed Action Points for Policymakers along seven different lines. The Ministry of Transport of Kazakhstan had held a debriefing following the workshop in order to disseminate lessons learned among the three sectors and across the country and to consider how those could be incorporated into national legislation and regulations, e.g., on the reduction in transport-related air emissions and on developing sustainable urban transport systems, and noted the importance of the engagement of the private sector.

38. The representative of the Russian Federation reported on progress made following the Moscow workshop on "Sustainable development of urban transport: challenges and opportunities" held on 7 and 8 June 2012 in Moscow (ECE/AC.21/SC/2012/4–EUDCE1206040/1.9/SC10/4). He noted that there had been an increase in capacity of the Moscow metro and improvement in parking areas.

39. The representative of Lithuania (Ministry of Health) reiterated her country's interest in hosting the next staffette workshop in autumn 2014 and said she would contact the secretariat to initiate the organizational aspects.

40. The representative of Azerbaijan reiterated his country's interest in possibly hosting a subsequent workshop in autumn 2015 in Baku.

41. The Committee expressed its gratitude to the hosts of the Almaty workshop and underlined the value of the forthcoming background document to the Fourth High-level Meeting: "From Amsterdam to Paris and Beyond: THE PEP 2009–2020," to be published by France, in cooperation with the hosts of the six workshops. The document would include a summary of the results of the workshops held since the Amsterdam Declaration launched THE PEP staffette in 2009, information on THE PEP Partnerships and implementation of THE PEP at the national level, based on results of THE PEP questionnaire.

C. The Transport, Health and Environment Pan-European Programme Partnerships

42. The secretariat presented progress made on the publication "Green and Healthy Jobs in Transport" (Informal document No. 6), which was expected to attract member States to join in the Green and Healthy Jobs in Transport Partnership in its second phase. This would include the development of a standard methodology for quantifying active mobility and public transport that would allow Governments to derive national estimates of green and healthy jobs in transport in their country. Thus far, five case studies had been submitted by THE PEP member States. The Steering Committee entrusted the Bureau and the secretariat with the finalization of the publication for the Fourth High-level Meeting.

43. The representative of Austria presented a proposal for a new partnership on the promotion of cycling, to institutionalize a forum of national cycling officers and to promote cycling at the national level. The objectives would be: to further develop the European Cycling Network, to collect existing knowledge on new policies and approaches, to share good practices and disseminate experience and to monitor and evaluate the existing situation and future potential.

44. A representative of France presented the draft publication "Signs and Signals for Active Mobility" (Informal document No. 7), which was based on a questionnaire launched by Le Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques (CERTU), a scientific and research agency based in Lyon, France. The secretariat stated that once the Steering Committee and thereafter the Fourth High-level Meeting endorsed the document, it would be submitted to ECE Working Party 1 (WP.1) as possible input on the development of an international standard for signs and signals under the Vienna Convention on Signs and Signals, as thus far signs and signals for active mobility were not harmonized at the international level.

45. The Steering Committee endorsed the idea of a new partnership on cycling promotion at the national level. It endorsed the publications Green and Healthy Jobs in Transport and Signs and Signals for Active Mobility and entrusted the secretariat with their finalization for presentation to the Fourth High-level Meeting.

V. Managing the Transport, Health and Environment Pan-European Programme

A. Monitoring implementation

46. The secretariat and a consultant from WHO presented the results of the 2013 questionnaire on the implementation of the Amsterdam Goals, circulated to THE PEP Focal Points in August 2013, as agreed by the Steering Committee at its tenth session. In accordance with the recommendation of the Bureau at its twentieth meeting in Copenhagen, information garnered from the circulation of THE PEP questionnaire over the past several years had been combined with information on THE PEP Partnerships and THE PEP staffette workshops into a single background publication for the Fourth High-level Meeting: "From Amsterdam to Paris and Beyond: THE PEP Policy Review and THE PEP Future" (Informal document No. 8).

47. The Steering Committee thanked the secretariat for the draft publication and entrusted the secretariat with its finalization.

B. Communication strategy

48. The secretariat informed the Steering Committee of proposed measures to ensure the continued operation of THE PEP Clearing House and reiterated that member States might wish to review the way forward for the Cleaning House, including resource requirements.

49. The secretariat noted that the Fourth High-level Meeting would provide an opportune moment to raise the visibility of THE PEP through, inter alia, a press conference before the signing of the Paris Declaration, exhibits and poster sessions during the TRA and THE PEP "invited event" to highlight achievements and tools, *UNECE Weekly* and the ECE and THE PEP websites and other actions to publicize the unique integrated policy approach of THE PEP and its upcoming activities, e.g., staffette workshops.

C. Programme of work for 2013–2014

50. The secretariat presented a general programme of work for THE PEP showing activities carried out in 2013 and planned work for 2014 (ECE/AC.21/SC/2013/4–EUDCE1206040/1.9/SC11/4). A more in-depth workplan for the period 2014–2020 would be agreed by the extended Bureau at its meeting just following the Fourth High-level Meeting on the basis of a draft by the secretariat.

D. Financial matters

51. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds that had been made available to ECE and WHO/Europe in 2012 and 2013 (ECE/AC.21/SC/2013/5–EUDCE1206040/1.9/SC11/5 (English only)). The Steering Committee welcomed the intentions of Austria, France, Norway and Switzerland, and hopefully others, to continue financing THE PEP activities.

E. Strengthening synergies with other international organizations and processes

52. The Steering Committee was informed about collaboration between THE PEP and related international processes with a view to strengthening synergies. Austria informed the Steering Body of two upcoming events: an International Conference on Mobility Management and the launch of THE PEP Partnership on Eco-driving both taking place in Vienna from 24 to 26 February 2014 at the Austrian Chamber of Commerce concurrently with the twenty-third meeting of THE PEP extended Bureau on 25 February 2014.

53. The Committee took note of the information presented by the secretariat of the ECE Convention on Long-range Transboundary Air Pollution concerning air pollution challenges across the region and linkages with THE PEP. The Committee welcomed the opportunity to enhance its cooperation with the Convention, in particular with regard to the exchange of information and good practices for air pollution abatement, including from mobile sources such as road transport, in the framework of the Convention's Working Group on Strategies and Review.

54. Mr. Carlos Dora (WHO) presented health indicators linked to ongoing discussions on Sustainable Development Goals (SDGs) and the need to develop an evidence base, e.g., the proportion of urban travel done by healthy transport, such as public transport and active mobility; the proportion of the urban population exposed to air pollution emissions above WHO air quality guidelines; mortality attributable to urban air pollution; the reduction in traffic injury deaths among cyclists and pedestrians per 1,000 kilometres of non-motorized travel; and the proportion of daily physical activity obtained through active mobility. The Committee welcomed work on indicators and encouraged member States to make use of them in ongoing discussions on health-related SDGs.

VI. Next meeting of the Steering Committee

55. The Steering Committee agreed that its twelfth session would be held on 19 and 20 November 2014 at the WHO Headquarters in Geneva, beginning with THE PEP 2014 Symposium on 19 November 2014, starting in the afternoon, and focused on one of the new Paris Goals, followed by a meeting of the Bureau on 21 November 2014.

Annex

Report of the twenty-first meeting of the Bureau of the Steering Committee

I. Participation

1. The twenty-first meeting of THE PEP (extended) Bureau was held on 29 November 2013 at the Palais des Nations in Geneva. It was chaired by the THE PEP Steering Committee Chair, Mr. Mihail Kochubovski (he Former Yugoslav Republic of Macedonia) and co-chaired by Mr. Robert Thaler (Austria) and Mr. Matthias Rinderknecht (Switzerland). All of the participants in the eleventh session of the Steering Committee of THE PEP cited in paragraph 3 of that meeting report attended the Bureau meeting (with the exception of some symposium participants).

2. Also present were representatives of the ECE secretariat from the Environment and Transport Divisions, as well as WHO/Europe.

II. THE PEP Symposium

3. The Bureau considered the conclusions of THE PEP 2013 Symposium, noting that it had been a dynamic and inspiring event and had given a strong impetus to the preparatory work for the Fourth High-level Meeting. It asked the secretariat to consider adjusting the format for the organization of THE PEP 2014 Symposium so that there would be less panellists and more time for substantive discussion. As in the past, it asked the secretariat to prepare a concept note for the next Symposium, based on the reaffirmed or new goals adopted in the forthcoming Paris Declaration.

III. Preparation of the Fourth High-level Meeting on Transport, Environment and Health

4. The Bureau continued the discussion on the draft Paris Declaration on the basis of a streamlined version presented by the secretariat. Member States expressed a need to have a good balance between mobility management and mobility demand, to not overlook the importance of noise emissions and stressed the importance of attracting resources, including in-kind contributions to support THE PEP 2020. A further revised version of the draft Declaration would be submitted to THE PEP extended Bureau in advance of its twenty-second meeting in Zurich. In addition, a draft workplan for 2014–2020 would be submitted to the Fourth High-level Meeting as a road map for activities and projects to be carried out in the next six years to implement the forthcoming Paris Goals.

A. Proposed format and schedule

5. The Bureau discussed the format and content for the three-day event and agreed the programme of events for the Fourth High-level Meeting.

B. Calendar of meetings

6. The Bureau agreed on the remaining calendar of meetings for the preparation of the Fourth High-level Meeting and the implementation of the Paris Declaration, as follows:

25 February 2014: Twenty-third meeting of THE PEP extended Bureau, Vienna.

14–16 April 2014: Fourth High-level Meeting, including twenty-fourth meeting of THE PEP extended Bureau, Paris.

Summer 2014 (to be confirmed (tbc)): Twenty-fifth meeting of THE PEP Bureau, WHO Regional Office for Europe, Copenhagen.

Autumn 2014: Workshop to launch implementation of the Paris Declaration (Lithuania; city and dates tbc).

19-20 November 2014: Twelfth session of THE PEP Steering Committee, beginning with THE PEP 2014 Symposium on 19 November 2014, WHO Headquarters, Geneva.

21 November 2014: Twenty-sixth meeting of THE PEP Bureau, WHO Headquarters, Geneva.

Summer 2015 (tbc): Twenty-seventh meeting of THE PEP Bureau, WHO Regional Office for Europe, Copenhagen.

18-19 November 2015: Thirteenth session of THE PEP Steering Committee, beginning with THE PEP 2015 Symposium on 18 November 2015.

20 November 2015: Twenty-eighth meeting of THE PEP Bureau, Palais des Nations, Geneva.